AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of the claims in this application:

1.(previously presented) A system for use with a motor vehicle having at least one front wheel and at least one rear wheel, comprising:

a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel;

a sensor for detecting an occurrence of a collision of the motor vehicle and responsively producing a loss of control signal; and,

a controller for receiving the loss of control signal and automatically actuating the brake system to slow and/or reorient the motor vehicle.

2.(previously presented) A system, as set forth in claim 1, wherein the collision is a non-rear end collision.

3.(previously presented) A system, as set forth in claim 1, wherein the wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

4.(cancelled)

5.(previously presented) A system for use with a motor vehicle having at least one

front wheel and at least one rear wheel, comprising:

a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel;

a sensor for detecting an occurrence of a loss of control event of the motor vehicle and responsively producing a loss of control signal; and,

a controller for receiving the loss of control signal and automatically actuating the brake system to reorient the motor vehicle.

6.(previously presented) A system for use with a motor vehicle having at least one front wheel and at least one rear wheel, comprising:

a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel;

a steering system for controllably steering the at least one front wheel and/or the at eat one rear wheel;

a sensor for detecting an occurrence of a loss of control event of the motor vehicle and responsively producing a loss of control signal; and,

a controller for receiving the loss of control signal and automatically reorienting the motor vehicle through application of the brake system and/or the steering system.

7. (cancelled)

8.(previously presented) A system for use with a motor vehicle having an engine and at least one front wheel and at least one rear wheel, comprising:

a sensor for detecting an occurrence of a loss of control event of the motor vehicle and responsively producing a loss of control signal; and,

a controller for receiving the loss of control signal and automatically reducing a power output of the engine in response to receiving the loss of control signal.

9.(previously presented) A system, as set forth in claim 8, further comprising a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel, wherein the controller is adapted to automatically actuating the brake system in response to receiving the loss of control signal.

10.(previously presented) A system for use with a motor vehicle having an engine and at least one front wheel and at least one rear wheel, comprising:

an engine control system coupled to the engine and including a cruise-control function;

a sensor for detecting an occurrence of a loss of control event of the motor vehicle and responsively producing a loss of control signal; and,

a controller for receiving the loss of control signal and automatically canceling the cruise-control function in response to receipt of the loss of control signal.

11.(previously presented) A system, as set forth in claim 10, further comprising a brake system for applying pressure to resist rotation of the at least one front wheel and/or the at least one rear wheel wherein the controller automatically actuates the brake system in response to receipt of the loss of control signal.

12.(original) A system, as set forth in claim 5, including an energy absorbing structure.

13.(original) A system, as set forth in claim 12, wherein the controller is adapted to reorient the motor vehicle such that the energy absorbing structure absorbs energy from a subsequent collision.

14.(original) A system, as set forth in claim 12, wherein the controller is adapted to reorient the motor vehicle such that the energy absorbing structure is between passengers in the motor vehicle and objects within a path of the motor vehicle.

15.(previously presented) A system, as set forth in claim 1, wherein the sensor is an accelerometer, or the sensor measures yaw rate of the motor vehicle, or the controller calculates a body slip angle or rear tire slip angle.

16.(original) A system, as set forth in claim 1, wherein the sensor is included in an air bag system.

17.(withdrawn) A system for use with a motor vehicle having an engine, comprising:

an engine control system for controlling the engine;

a sensor for detecting an occurrence of a loss of control event of the motor vehicle and responsively producing a loss of control signal; and,

a controller for receiving the loss of control signal and signaling the engine control system to reduce power output of the engine.

18.(withdrawn) A system, as set forth in claim 17, wherein the loss of control event is a collision.

19.(withdrawn) A system, as set forth in claim 17, wherein the engine control system includes a cruise control function.

20.(withdrawn) A system, as set forth in claim 19, wherein the controller is adapted to signal the engine control system to disable the cruise control function.

21.(withdrawn) A system, as set forth in claim 17, wherein the controller is integrated with the engine control system.

22.(withdrawn) A system, as set forth in claim 17, wherein the sensor includes an accelerometer.

23.(withdrawn) A system, as set forth in claim 17, wherein the sensor is included in an air bag system.

24.(previously presented) A method for use with a motor vehicle having at least one front wheel and at least one rear wheel and a brake system for applying pressure to resist the

rotation of the at least one front wheel and/or the at least one rear wheel, the method comprising:

detecting an occurrence of a collision of the motor vehicle; and,

automatically actuating the brake system in response to detecting the loss of control event to slow and/or reorient the motor vehicle.

25.(previously presented) A method, as set forth in claim 24, wherein the collision is a non-rear end collision.

26.(previously presented) A method, as set forth in claim 24, including the step of applying pressure to one of: all front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels.

27.(previously presented) A method for use with a motor vehicle having at least one front wheel and at least one rear wheel and a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel, comprising:

detecting an occurrence of a loss of control event of the motor vehicle; and,

automatically actuating the brake system in response to detecting the loss of control to reorient the motor vehicle.

28.(previously presented) A method for use with a motor vehicle having at least one front wheel and at least one rear wheel and a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel, wherein the motor

vehicle includes a steering system for controllably steering the at least one front wheel and/or the at least one rear wheel comprising:

detecting an occurrence of a loss of control event of the motor vehicle; and,

reorienting the motor vehicle through application of the brake system and/or the steering system after the loss of control event has occurred.

29.(cancelled)

30.(previously presented) A method for use with a motor vehicle having an engine and at least one front wheel and at least one rear wheel and a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel, comprising:

detecting an occurrence of a loss of control event of the motor vehicle; and,

reducing power output of the engine in response to detecting the occurrence of the loss of control event.

31.(previously presented) A method, as set forth in claim 30, wherein the motor vehicle includes a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel, including the step of automatically actuating the brake system in response to detecting the occurrence of the loss of control event.

32.(previously presented) A method for use with a motor vehicle having an engine control system for controllably actuating an engine, the engine control system includes a

cruise-control function, comprising:

detecting an occurrence of a loss of control event of the motor vehicle; and,

canceling the cruise-control function in response to detecting the occurrence of the loss of control event.

33.(previously presented) A method, as set forth in claim 32, wherein the motor vehicle includes a brake system for applying pressure to resist the rotation of the at least one front wheel and/or the at least one rear wheel, including the step of automatically actuating the brake system in response to detecting the occurrence of the loss of control event.

34.(withdrawn) A method, as set forth in claim 27, wherein the motor vehicle includes an energy absorbing structure.

35.(withdrawn) A method, as set forth in claim 34, including the step of reorienting the motor vehicle such that the energy absorbing structure absorbs energy from a subsequent collision after the occurrence of a loss of control event has been detected.

36.(withdrawn) A method, as set forth in claim 34, including the step of reorienting the motor vehicle such that the energy absorbing structure is between passengers in the motor vehicle and objects within a path of the motor vehicle after the occurrence of a loss of control event has been detected.

37.(withdrawn) A method for use with a motor vehicle having an engine and an

engine control for controlling the engine, including the steps of:

detecting an occurrence of a loss of control event of the motor vehicle; and,

signaling the engine control system to reduce power output of the engine in response to detecting the occurrence of the loss of control event.

38.(withdrawn) A method, as set forth in claim 37, wherein the loss of control event is a collision.

39.(withdrawn) A method, as set forth in claim 37, wherein the engine control system includes a cruise control function.

40.(withdrawn) A method, as set forth in claim 39, including the step of signaling the engine control system to disable the cruise control function in response to detecting the occurrence of the loss of control event.

41.(withdrawn) A system for use with a motor vehicle having at least one front wheel and at least one rear wheel, comprising:

a steering system for controllably steering the at least one front wheel and/or the at least one rear wheel;

a sensor for detecting an occurrence of a loss of control event of the motor vehicle and responsively producing a loss of control signal; and,

a controller for receiving the loss of control signal and automatically actuating the steering system.

42.(withdrawn) A system, as set forth in claim 41, wherein the loss of control event is a collision.

43.(withdrawn) A method for use with a motor vehicle having at least one front wheel and at least one rear wheel and a steering system for controllably steering the at least one front wheel and/or the at least one rear wheel, the method comprising:

detecting an occurrence of a loss of control event of the motor vehicle; and,

automatically actuating the steering system in response to detecting the loss of control event.

44.(withdrawn) A method, as set forth in claim 43, wherein the loss of control event is a collision.

45.(previously presented) A system, as set forth in claim 5, wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

46.(previously presented) A system, as set forth in claim 5, wherein the sensor is an accelerometer or the sensor measures yaw rate of the motor vehicle or the controller calculates a body slip angle or rear tire slip angle.

47.(previously presented) A system, as set forth in claim 6, wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

48.(previously presented) A system, as set forth in claim 6, wherein the sensor is an accelerometer or the sensor measures yaw rate of the motor vehicle or the controller calculates a body slip angle or rear tire slip angle.

49.(previously presented) A system, as set forth in claim 9, wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

50.(previously presented) A system, as set forth in claim 8, wherein the sensor is an accelerometer or the sensor measures yaw rate of the motor vehicle or the controller calculates a body slip angle or a rear tire slip angle.

51.(previously presented) A system, as set forth in claim 11, wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

52.(previously presented) A system, as set forth in claim 10, wherein the sensor is

an accelerometer or the sensor measures yaw rate of the motor vehicle or the controller calculates a body slip angle or rear tire slip angle.

53.(previously presented) A method, as set forth in claim 24, wherein the step of detecting a collision of the motor vehicle includes one of the steps of: sensing an acceleration of the motor vehicle, measuring yaw rate of the motor vehicle, and calculating a body slip angle or rear tire slip angle.

54.(previously presented) A method, as set forth in claim 27, wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

55.(previously presented) A method, as set forth in claim 27, wherein the step of detecting a loss of control event of the motor vehicle includes one of the steps of sensing an acceleration of the motor vehicle, measuring yaw rate of the motor vehicle, and calculating a body slip angle or rear tire slip angle.

56.(previously presented) A method, as set forth in claim 31, wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

57.(previously presented) A method, as set forth in claim 30, wherein the step of detecting a loss of control event of the motor vehicle includes one of the steps of sensing an acceleration of the motor vehicle, measuring yaw rate of the motor vehicle, and calculating a body slip angle or rear tire slip angle.

58.(previously presented) A method, as set forth in claim 33, wherein the controller controls the brake system to apply pressure to one of: all of the front wheels, one of the front wheels, and all of the front wheels and all of the rear wheels in response to receiving the loss of control signal.

59.(previously presented) A method, as set forth in claim 32, wherein the step of detecting a loss of control event of the motor vehicle includes one of the steps of sensing an acceleration of the motor vehicle, measuring yaw rate of the motor vehicle, and calculating a body slip angle or rear tire slip angle.